

April 7.

ALL TALK FISH AND TARIFF NOW

City Stirred by Report of "Free Green" and Cut on Boneless.

Opinion Divided as to Result of Former—General Sentiment Strongly Opposed to the Latter—Question of Competition With Nova Scotia is Uppermost—Will Not "Lie Down and Die".

The strong probability and practical certainty that the Democratic tariff bill when reported to Congress will provide for free green fish and a big reduction on the price of boneless product has been the all-absorbing topic of discussion since its announcement in Saturday's Times. Nothing of more recent happening, save the reciprocity scare of two years ago has caused a more wide-spread discussion, although frankly speaking, it is generally admitted that the action of President Wilson and the Democratic legislators does not come wholly unexpected at this time, since those close to the situation have long since accepted what has appeared to be the inevitable verdict of free green fish, with the only question in doubt as to how far the revisionists would go on tinkering with the manufactured fish schedule.

As soon as Congressman Gardner's telegram to the Times was received Saturday noon, its contents was announced on the Times bulletin board and earnestly scanned by hundreds of people. All were anxious to procure a copy of the Times and the afternoon's edition was eagerly sought by those hungry to learn the details.

Discussed Everywhere.

At the Board of Trade and Master Mariners' rooms, on street corners and households, "free fish" and its possible effect upon the city's prosperity was discussed yesterday. All Gloucester is deeply concerned and is still talking and wondering, as she is likely to for some time to come, until the effects of its workings can definitely be ascertained.

Ever since free green fish was openly advocated here by several three years ago at and following the famous meeting at City hall, and the divided views on the subject which were given before the committee on ways and means at Washington, when President Taft's reciprocity pact was being considered, it has been generally conceded that the advent of free green fish, at least was only a matter of time, and with the advent of a new administration, energies have been turned lately towards protecting the manufacturer and laborer in competition with the Nova Scotia manufactured product.

Vessel Owners Hardest Hit.

What constitutes the manufactured or finished product? Congressman Gardner has always argued and rightly, many claim, when espousing the cause of the fishing interests that the

green fish, either salt or fresh, was the fishermen's manufactured product, just as much as the fish done up in packages after leaving the boats in the finished product of the laborer ashore. With the absolute removal of all duty on green fish, the fisherman and vessel owner is the hardest hit, with absolutely no protection against foreign competition.

While it has been hoped that the revisionists would at least retain the duty on boneless fish, the report has it that the reduction is likewise a sweeping one, in line with the president's views to remove the entire duty or lower it on all food stuffs.

Under the Republican administration, a duty of a cent and a quarter has been levied on boneless fish, which is reduced to a half a cent under the new schedule.

Question of Competing with Nova Scotia.

The question of competing with the Nova Scotia market, from whence comes much of the imported boneless fish in American markets is a serious one. Right here in Gloucester, where this part of the industry is a thriving asset of the fish business, the wages are much higher and the working hours less than in Nova Scotia. The half cent a pound duty, while some protection, is a very small one, it is admitted, and leaves matters in a rather unsettled condition as to the future of the local fishery.

In spite of the admitted handicap, Gloucester will make a fight to retain its prestige and reputation in the market for her fish products, which are admitted the best in spite of Nova Scotia competition. The question of free green fish is a serious one, and while it was openly hinted yesterday that it might later be necessary for some of the crafts to operate from Nova Scotia, this will be done only as a last resort and absolute necessity. Much of the working of the new order of things is problematical at the present time, and what the inevitable results will be is a matter of conjecture on which varied views are being expressed.

None of the vessel owners or fish dealers are inclined to discuss the situation at this time, until the bill is reported to Congress. It is taken as a foregone conclusion, however, that the bill will pass in view of the fact that the Democratic party leaders are inclined to let President Wilson have his own way in the matter. One of the dealers when approached upon the subject this morning said that he had nothing to say, as time alone would tell. What has been stated above, expresses, however, the feelings of the vessel owners and packers as gleaned from months of discussion upon this subject is a vital one indeed to Gloucester.

April 7.

April 7.

Halibut Sales

The halibut fare of schs. Jubilee and Hortense sold to the American Halibut Company and those of schs. W. H. Moody and Monitor to the New England Fish Company at 13 cents a pound for white and nine and one-fourth cents a pound for gray.

Fishing Fleet Movements.

Sch. Moaniam arrived at Liverpool Friday last and cleared for fishing. Sch. Onato arrived at Shelburne Tuesday last and cleared for fishing.

Will Patrol Ice Fields.

The revenue cutter Seneca, commanded by Capt. Johnson, sailed from New York Saturday for the icefields of the North Atlantic to warn shipping against a repetition of the Titanic disaster. Capt. Johnson received specific instructions from Washington to keep in close wireless touch with the transatlantic liners and the Hydrographic Office of the Navy, with warning of danger. Within two weeks the revenue cutter Miami will relieve the Seneca, and the latter will put into port for food and fuel.

MARKET SHOWS ITS WEAKNESS

Shore Haddock Are Selling at T Wharf This Morning ing at \$2.60

A fleet of 22 arrivals of fish were on hand at T wharf this morning in addition to the gill netting receipts of Saturday from this port for the opening trade of the week which was very good, although prices were on the downward trend.

The off shores in were schs. Buema, Richard Rebecca, Margaret Dillon, Fannie Belle Atwood and Eleanor DeCosta, while the remainder are of the shore fleet.

Wholesale dealers quoted \$1.50 to \$2.60 a hundred for haddock, \$4 to \$4.50 for large cod, \$2 to \$2.50 for small cod, \$3.50 to \$6 for hake and \$4.75 for pollock.

Boston Arrivals.

The fares and prices in detail are: Sch. Buema, 13,000 haddock, 5000 cod.

Sch. Richard, 25,000 haddock, 8000, cod, 3000 hake.

Sch. Mary P. Gallart, 15,000 haddock, 4300 cod.

Sch. Rebecca, 35,000 haddock, 13,000 cod.

Sch. Fannie Belle Atwood, 35,000 haddock, 18,000 cod.

Sch. Margaret Dillon, 30,000 haddock, 14,000 cod.

Sch. Eleanor DeCosta, 31,000 haddock, 3000 cod, 3000 hake.

Sch. Jessie Costa, 25,000 haddock, 5000 cod.

Sch. Olive F. Hutchings, 31,000 haddock, 3200 cod.

Str. Mary F. Ruth, 17,000 haddock, 2000 cod, 1000 pollock.

Sch. Galatea, 7000 haddock, 3000 cod.

Sch. Annie and Jennie, 10,000 cod.

Sch. Yankee, 4500 haddock, 1300 cod.

Sch. Rita A. Viator, 4000 haddock, 2000 cod.

Sch. Mettacommet, 1000 haddock, 2000 cod, 2000 hake.

Sch. Emily Sears, 9500 cod.

Sch. Ignatius Enos, 1700 cod.

Sch. Olivia Sears, 1700 cod.

Sch. Laura Enos, 2500 cod.

Sch. Eva Avina, 3800 cod.

Sch. Esther Gray, 4500 cod.

Sch. Georgianna, 200 cod.

Haddock, \$1.50 to \$2.60 per cwt.; large cod, \$4 to \$4.50; market cod, \$2 to \$2.50; hake, \$3.50 to \$6; pollock, \$4.75.

CHESEBORO HAD THREE MACKEREL

The second mackerel of the season, arrived at Fulton market New York, Saturday when three bloaters which were caught in a trap at Wachepague, Virginia, were shipped from that place.

The fish were beauties and tipped the scales to just nine and three quarters pounds. They were consigned to the well known firm of Chesboro Brothers, Fulton market wholesalers.

The information coming as it does at this time is most encouraging and confirms in detail the information of Frank C. Pearce and Capt. Charles H. Harty that the fish are off the southern coast and are evidently making their way northward.

The news that Capts. John Matheson or Ralph Webber or some of the other hustlers of the fleet have landed a trip would not be at all surprising any day now, for it is expected that the fleet will strike fish very shortly.

A despatch from Newport, Va., this morning states that the first mackerel of the season was taken in one of the traps off there Saturday.

Portland Fish Notes.

Fish arrivals at Portland Friday were as follows:

Sch. Katie L. Palmer, 3000 lbs. fish.

Sch. Topsail Girl, 3000 lbs. fish.

Sch. Lochinvar, 10,000 lbs. fish.

Sch. Fannie Reed, 3900 lbs. fish.

Sch. Blanche & Ida, 1900 lobsters to J. W. Trefethen & Co.

Sch. Albert Black, 5000 lbs. fish.

Str. Geisha, 4500 lbs. fish.

The fishing schooner Angier B. Watson, which was badly damaged by fire at Commercial wharf recently, has completed repairs at the marine railway, receiving a new house in addition to other repairs. She will leave in a few days to engage in halibut on the Nova Scotia coast.

PACIFIC SALT BANKERS START

Says the Anacortes American of March 27:

The schooner Alice of the Robinson Fisheries Company, left the harbor at 8 o'clock yesterday morning on her tenth annual cruise to the codfish banks of the Bering sea where she will spend about five months catching codfish for commercial preparation in the local plant of the Robinson Fisheries Company.

The Alice was brought up from Seattle about two weeks ago and since that time a crew of workmen has been busily engaged in outfitting the vessel for the summer's cruise.

Capt. Charles Foss, who was master of the company's schooner John Russ, wrecked in the North last year, is the master of the Alice. His first mate is Joe Martin, who is also an old employee of the company.

The crew consists of 34 men. The ship carries 21 dories with a complete outfit of fishing gear and 220 tons of salt.

Provisions are carried for a five months' cruise. Among the articles of food carried are a half ton of butter, 125 sacks of potatoes, 125 sacks of flour, a quarter ton of hams, 550 pounds of bacon and other staples of food in like quantities.

The members of her crew are:

Joe Martin, mate; Hans Olson, boatswain; Harry Halverson, Oscar Hanson, J. Johanson, Herman Munson, Abraham Munson, O. Aanonson, N. A. Nelson, Albert Menseth, J. E. Erickson, Severt Husby, Anton Strand, Olaf Haaganon, Ernest Hanson, Chris Norwick, Olaf Anderson, O. Anderson, Michael O'Brien, Alfred Larson, fishermen; O. E. Lund, first salter; Angus McKay, first splitter; Harry Dail, second splitter; Archie Turner, cook; J. F. Hanson, second salter; Walter Howard, William F. Lee, John Staub, John A. Williams, Albert Kimball, N. Baker, Ray F. Soper, T. Hyland and Joe Walker, dress gang.—Anacortes American, March 27.

ICE LEAVING QUITE EARLY

The Halifax, N. S., Board of Trade, has received the following ice report:

Quebec to Magdalen Islands—No ice.

Money Point, Flat Point, Cape Race, Cape Traverse, Cape Tormentine, Port Hood, Mulgrave, Port Hastings, Scatarie—No ice.

Cape Ray and Point Armour—Heavy close packed ice everywhere.

Steamer Stanley reports no ice from Cape North to Sydney, steamed 10 knots per hour from Magdalen Islands to Sydney.

Says the North Sydney Herald:

It took the quarter of a century old icebreaker, the Government steamer Stanley, just nine hours to negotiate the 120 mile journey from the Magdalen Islands to this port, arriving here Monday night about 10 o'clock. On the passage, Capt. Dalton sighted scarcely a speck of ice, only a small scattering off Cape North. The Stanley left here Friday, and on the run to the Magdalen Islands encountered considerable ice, out of which she could not extricate herself until she drifted quite a distance. The steamer took about three tons of mail, principally papers, for the people of the Magdalenes and brought back 11 bags. Reports from the islands are to the effect that the inhabitants spent a very mild winter, with the ice more than scarce, which permitted of only some half hundred seals being captured.

SCH. GALATEA STRUCK IN FOG

The fishing schooner Galatea ran ashore on the rocks on the southeast point of George's Island, Boston harbor, while bound in from the fishing grounds early Saturday. The fog was very thick in the bay at the time, and the vessel remained ashore for several hours. After the schooner struck she rolled heavily, and it is feared her keel is damaged. The crew of the Stony Beach life saving station assisted Captain Edward Russell in getting the schooner into deep water.

April 7.

April 7.

April 8.

GEORGE MARR HAS FINE FARE

Hails for 35000 Pounds Halibut—Gill Netter Landings Two Days 200,000 Lbs.

After a four weeks' absence on Grand Bank, sch. Monitor, Capt. George Marr arrived here this morning with a dandy halibut trip, hauling for 35,000 pounds of fine quality fish and 4000 pounds of salt cod. Capt. Marr disposed of his fare to the New English Fish Company at 13 cents a pound for white and nine and a quarter cents for grays.

Other arrivals here since Sunday are schs. Maud F. Silva from Boston with 7000 pounds of fresh fish and 4000 pounds of salt cod, Capt. Colson having disposed of his halibut in Boston and sch. Mystery from Portland with 5000 pounds of salt cod, she having landed 8000 pounds of halibut there.

Three Georges handliners are in, schs. Jubilee with 14,000 pounds salt cod and 2000 pounds fresh halibut; W. H. Moody, 10,000 pounds salt cod and 1000 pounds fresh halibut; Hortense, 12,000 pounds salt cod and 2000 pounds fresh halibut.

Saturday and Sunday were big days for the gill netters. Not since last fall when the pollock struck in has the fleet done so well. The total landings in two days was over 200,000 pounds. Several of the boats fishing down near the Maine coast are due here today.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Maud F. Silva, via Boston, 7000 lbs. fresh fish, 4000 lbs. salt cod.

Sch. Jubilee, Georges handlining, 15,000 lbs. salt cod, 2000 lbs. fresh halibut.

Sch. W. H. Moody, Georges handlining, 10,000 lbs. salt cod, 1000 lbs. fresh halibut.

Sch. Mystery, via Portland, 5000 lbs. salt cod.

Sch. Hortense, Georges handlining, 12,000 lbs. salt cod, 2000 lbs. fresh halibut.

Str. Quoddy, gill netting, 4200 lbs. fresh fish.

Str. Rough Rider, gill netting, 1200 lbs. fresh fish.

Str. Randolph, gill netting, 3100 lbs. fresh fish.

Str. Prince Olaf, gill netting, 1000 lbs. fresh fish.

Str. Enterprise, gill netting, 8000 lbs. fresh fish.

Str. Venture, gill netting, 2500 lbs. fresh fish.

Str. Philomena, gill netting, 3000 lbs. fresh fish.

Str. Hugo, gill netting, 1100 lbs. fresh fish.

Str. Sunflower, gill netting, 7000 lbs. fresh fish.

Str. Evelyn H., gill netting, 4800 lbs. fresh fish.

Str. Mary L., gill netting, 5000 lbs. fresh fish.

Str. Harold, gill netting, 700 lbs. fresh fish.

Str. Mystery, gill netting, 600 lbs. fresh fish.

Str. Medomak, gill netting, 1100 lbs. fresh fish.

Str. Lorena, gill netting, 1200 lbs. fresh fish.

Str. Sawyer, gill netting, 6000 lbs. fresh fish.

Str. Mary F. Ruth, gill netting, 20,000 lbs. fresh fish, (went to Boston.)

Str. Dolphin, gill netting, 9000 lbs. fresh fish.

Str. Swan, gill netting, 2000 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 2800 lbs. fresh fish.

Str. Nora B. Robinson, gill netting, 4000 lbs. fresh fish.

Str. Water Witch, gill netting, 1200 lbs. fresh fish.

Str. Lydia, gill netting, 3100 lbs. fresh fish.

Str. Jeffery, gill netting, 500 lbs. fresh fish.

Str. Harold II., gill netting, 600 lbs. fresh fish.

Str. Bethulia, gill netting, 6500 lbs. fresh fish.

Sch. Mary P. Goulart, shore, 20,000 lbs. fresh fish, (went to Boston.)

Sch. Monitor, Grand Bank, 35,000 lbs. fresh halibut, 4000 lbs. salt cod.

Saturday's Gill Netting Arrivals.

Str. Ibsen, gill netting, 1400 lbs. fresh fish.

Str. Quoddy, gill netting, 2000 lbs. fresh fish.

Str. Eagle, gill netting, 500 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 1500 lbs. fresh fish.

Str. Rough Rider, gill netting, 1100 lbs. fresh fish.

Str. Randolph, gill netting, 1300 lbs. fresh fish.

Str. Prince Olaf, gill netting, 1000 lbs. fresh fish.

Str. Nomad, gill netting, 3500 lbs. fresh fish.

Str. Enterprise, gill netting, 1000 lbs. fresh fish.

Str. Venture, gill netting, 6000 lbs. fresh fish.

Str. Philomena, gill netting, 6500 lbs. fresh fish.

Str. Hope, gill netting, 2400 lbs. fresh fish.

Str. Hugo, gill netting, 900 lbs. fresh fish.

Str. Sunflower, gill netting, 6500 lbs. fresh fish.

Str. Evelyn H., gill netting, 2500 lbs. fresh fish.

Str. George E. Fisher, gill netting, 1200 lbs. fresh fish.

Str. Mary L., gill netting, 6300 lbs. fresh fish.

Str. Gertrude, gill netting, 3000 lbs. fresh fish.

Str. Harold, gill netting, 800 lbs. fresh fish.

Str. Mystery, gill netting, 700 lbs. fresh fish.

Str. R. J. Kellick, gill netting, 6300 lbs. fresh fish.

Str. Lorena, gill netting, 900 lbs. fresh fish.

Str. Sawyer, gill netting, 8000 lbs. fresh fish.

Str. Dolphin, gill netting, 2000 lbs. fresh fish.

Str. Swan, gill netting, 2000 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 4300 lbs. fresh fish.

Str. Nora B. Robinson, gill netting, 4000 lbs. fresh fish.

Str. Water Witch, gill netting, 1100 lbs. fresh fish.

Str. Lydia, gill netting, 6800 lbs. fresh fish.

Str. Little Fannie, gill netting, 12,000 lbs. fresh fish.

Str. Jeffery, gill netting, 1600 lbs. fresh fish.

Str. Harold II., gill netting, 1200 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 3500 lbs. fresh fish.

Vessels Sailed.

Sch. W. H. Rider, Georges handlining.

Sch. Senator Saulsbury, Georges handlining.

Sch. Manomet, haddocking.

Sch. Mary F. Sears, haddocking.

Sch. Adeline, haddocking.

Sch. Edith Silveria, haddocking.

Sch. Yankee, haddocking.

Sch. Mary E. Harty, south seining.

Sch. Teazer, halibuting.

Sch. Mary P. Goulart, Boston.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4.50; snappers, \$3.

Eastern deck handline codfish, large, \$5.25; medium, \$4.50.

Eastern halibut codfish, large, \$4.75; mediums, \$4.25.

Georges halibut codfish, large, \$4.50; mediums, \$4.

Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.

Pollock, \$1.50.

Hake, \$1.50.

Haddock, \$1.50.

Fresh Fish.

Splitting prices:

Haddock, \$1 per cwt.

Eastern cod, large, \$2; medium, \$1.75; snappers, 75c.

Western cod, large, \$2.25; mediums, \$1.85; snappers, 75c.

Peak cod, large, \$2; medium, \$1.75; snappers, 70c.

All codfish not gilled, 10c per 100 pounds less than the above.

Hake, \$1.

Cusk, large, \$1.30; mediums, \$1; snappers, 50c.

Dressed pollock, 90c, round, 80c.

Bank halibut, 13c per lb. for white and 10c for gray.

SCH. QUICKSTEP IS NOW AFLOAT

A despatch to the Times this morning states that sch. Quickstep which went ashore on the east side of St. Mary's Bay, N. S., near Speight's Cove, recently, was floated Saturday by the revenue cutter Woodbury which went to the assistance of the stranded craft.

The Woodbury immediately proceeded to Eastport, Maine, with the Quickstep in tow. While ashore, a new shoe was fitted on the vessel and her sails repaired. After discharging her fare at Eastport, she will sail for Digby, N. S.

Salt Mackerel Imports.

Receipts of salt mackerel landed at Boston for the week ending April 4, comprise 190 barrels of Irish and one barrel from Canada. Steamer Cambrian due from Liverpool has 254 barrels of Irish salt, 100 cases of canned mackerel.

Imports of salt mackerel of the 1912 catch landed at Boston to date are 30,696 barrels against 31,434 barrels of the 1911 catch for the same period last year.

Prior's Steamer Nearly Ready to Launch.

The new steamer building at Story's ship yard, Essex, for Capt. Elroy Prior, of this port, has been named the Thelma.

She is a fine looking craft, about 75 feet in length and similar in model to steamer Lois H. Corliss, although on sharper lines.

The Thelma is nearly ready for launching and is waiting for her engine, a 75 horsepower Wolverine which will be installed.

Itasca Sails for Baltimore.

After performing winter patrol work along the New England coast, the revenue cutter Itasca left Boston Saturday for Arundel Bay, Baltimore, where she will be placed out of commission. Capt. Winram Gand, his officers and men, will leave the Itasca at Baltimore, and go to the Gresham, which is now ready for commission. She will return to her work in this district, with headquarters at Boston.

Alewives Plenty at Edgartown.

Sch. Waldo L. Siream arrived at Edgartown last Friday for bait.

Plenty of alewives are reported at Edgartown at 75 cents a hundred.

On the Railways.

Sch. Lucania is on Burnham Brothers railways.

Sch. Tattler is on Rocky Neck railways.

Gill Netter Landed at Portland.

The gill netting steamer Geisha was at Portland Friday with 4500 pounds of fresh fish.

April 7.

The Medal Goes With This.

Entering the parlor of her home, which was flooded with water nearly to the roof during the last few days, Mrs. Catherine Reiter of Rosston, Pa., was astonished to find a big catfish, 20 inches long, entangled in the ornamental work of the gas chandelier.

Another Vessel Sold.

Sch. Clara G. Silva, 81.67 tons gross, built at Essex in 1906 has been sold to the Warren Fish Company of Pensacola, through the agency of Charles W. Purdy.

April 8.

Plenty of Alewives

Schs. Claudia and Waldo L. Stream baited and sailed from Edgartown Sunday.

Sch. Mattie Winship has arrived there for bait.

Alewives are reported running good by the Times correspondent at that place.

COD TRAWLING IN THE PACIFIC.

To trawl for cod by a new method of fishing on this coast, the Union Fish Company sch. Vega will leave Seattle early next week, in command of Capt. C. Aune, bound for the Shumagin islands and the Bering sea, says the Anacortes American.

At an expense of approximately \$5000, the Vega has been equipped for trawling. She will have eight double dories, each to carry two men. From each dory 1000 hooks will be dropped. The lines will be of much heavier material than heretofore used and the hooks somewhat smaller.

Capt. Aune, with his new equipment, hopes to double his catch of last year. That amounted to 140,000 cod, which weighed on an average of four and one-half pounds each. Cod, as it is caught and salted aboard the schooner, is worth about 4 cents a pound. Different processes the fish are put through and different preparations made from the cod after it is brought to civilization about double or triple this value.

In the rough, Capt. Aune hopes to make a catch this season by trawling instead of using the hand lines, worth about \$50,000, and worth, after being prepared at the cod plants of this coast, more than \$100,000. On the Atlantic Coast, and the coasts of Norway and Sweden, codfish are trawled for, but this method has never been tried before on this coast for cod.

Capt. Aune, besides 12 years of hand-line fishing in the Bering sea, years ago fished for the cod with the trawling line along the coast of Norway, and it is believed, if anyone could make a success of trawling on this coast, it is he. Fishermen are viewing with interest the preparation of the Vega and will watch with even more interest her success in the North.

The Vega will carry north 250 tons of salt, and five months' provisions for 35 men. Other necessary provisions during the season will be obtained from Pirate cove, Pouloff harbor or other stations in the Shumagin islands. The sch. Sequoia, also owned by the Union Fish Company plys between Seattle, San Francisco and the Shumagin islands with provisions. Between stations in the islands the same company operates the gasoline sch. Union Jack. The 24 dory codfishing sch. Galilee, also owned by the Union Fish Company, will get supplies at these stations.

FISH FROM CANADIAN LAKES.

About 750,000 Pounds Taken Through the Ice This Winter.

Seven hundred and fifty thousand pounds, or 25 cars of fish, chiefly whitefish, salmon, trout, pickerel and perch, were taken out of lakes in the hinterland of western Canada, this season, and shipped to the larger cities in Canada and the United States by the I. C. Fish Company, which is operating in Green Lake, Stony Lake, Dore Lake and Lac la Longe. The industry is one of the most profitable in the north country.

Manager McDonald reports that not 10 per cent. of the fish that could be taken without in any way impairing the supply is taken out of the northern lakes, which are practically 300 cars a season. When the country is opened to other lakes, as it will be when the Dominion government cuts the winter roads, advocated by J. Sinclair, Dominion fisheries inspector, it is estimated that more than five hundred cars, or 6,000,000 pounds will be shipped each season.

The fishing company supplies its men with everything needed, from nets to provisions and housing facilities, and then buys the catch from them. One hundred and twenty men, mostly Icelanders, were employed and 60 teams of mules were in service, hauling the catch to the railroad at Big River, on the 140-mile pioneer trail from Isle la Crosse.

The method of the fishermen is simple. Holes are cut in the ice at intervals of 240 feet, a jigger is inserted at one end and gradually worked across to the other opening. The line, to which it is attached, is then secured and a large net is dragged from one hole to the other. Three men usually work together with an outfit. Fish not up to the required size or weight are put back at the time the nets are emptied and in this way there is little or no loss.